

## ANOTHER GERMAN LINER ASHORE

The Buelow on Rocks with 300 Passengers, and Held Fast.

### KAISER PASSENGERS TELL OF COLLISION

One Saw the Incemore's Prow Bearing Down and Ran from Point of Impact.

London, June 18.—Fog, which has been falling and hitting intermittently over different parts of the British coast during the last two days, has caused an unprecedented number of accidents to shipping. The North German Lloyd Company has been the principal sufferer. While the company's staffs at London and Southampton were busy docking the Kaiser Wilhelm II, which was badly ripped in a collision with the Incemore yesterday, and disembarking her passengers, they received a second shock in the news that the company's steamer Buelow, from Yokohama, with more than 300 passengers, had stuck her nose tightly into the rocks of Blackrock Bay and was held fast there.

Happily, this accident also was without loss of life, as in the case of the Kaiser Wilhelm, because the sea was perfectly smooth. The Buelow resisted an attempt to pull her off with three tugs. Her inner skin has not been penetrated, but it was considered advisable to transfer the passengers and baggage to tugs. Later the passengers were sent to Weymouth and from there by special train to London.

Colonel Theodore Roosevelt's London friends were startled by a message which a local news agency circulated this afternoon that the Hamburg-American's mammoth steamer Imperator, on which the Colonel was to embark, had gone ashore off Benbride, Isle of Wight. The Imperator soon disproved this report by steaming into Southampton. Her departure from that port was delayed for several hours by the embarkation of most of the Kaiser Wilhelm II's passengers.

#### American Yacht Ashore.

The American steam yacht Utowana, belonging to Allison V. Armour, of the New York Yacht Club, bound for Southampton after an extensive tour, went ashore at Chapman's Pool, between Worborough and St. Albans heads. A wireless call summoned tugs to her assistance, and it is expected that she will be refloated to-night.

The British yacht Carlisle also grounded in the fog near St. Albans Head and a naval mine sweeper went ashore on Atherfield Ledge, near Cowes.

The divers' examination of the Kaiser Wilhelm II and the passengers' stories show that good construction, as well as good management and fair weather, saved her from a tragic end. She lies at her Southampton dock with two rents in her side, twenty-four and eighteen feet long, below the waterline, with two compartments flooded.

The Incemore, which cut into the Kaiser Wilhelm on Wednesday afternoon, has also been docked, with bows badly damaged. The collision almost duplicated that between the Canadian Pacific liner Empress of Ireland and the Storstad, and Empress of Ireland was swung out and life-belts distributed to the passengers, so great was the force of the blow.

Two Bulkheads Smashed. The collision actually opened two bulkheads, but the flood of water was confined to these compartments.

A narrative of the collision between the Incemore and the Kaiser Wilhelm II was given by A. G. Eames, of Chico, Cal. He said:

"I was in my cabin when I heard a sound like the report of a cannon. My steward entered immediately afterward and began speaking German. I said: 'For God's sake, get out of here.' As I wanted to dress, but he caught me, and he pushed me out, saying they were closing the watertight compartments, and that if I did not hurry I should be shut in."

"When I reached the deck I found the first and second class passengers behaving very coolly, but there was great excitement among the stowage passengers. The women were shrieking and crying and the men running about aimlessly waving their hands."

"One woman, who I believe was an Italian, threw her arms around my neck and I had to force her off."

"I cannot understand how the collision occurred, because our fog signal was sounding all the time. We had come almost to a standstill and had just started moving again when we were struck."

Saw Bow Crumple Up. I. M. von Schilling, of Hampton, Va., who was on deck when the vessels struck, said:

"I was in the smoking saloon when I heard two blasts of a whistle on the starboard side of the Kaiser Wilhelm II. I immediately went on deck. Our vessel was blowing single blasts. I heard two more blasts a little closer and then about 20 yards off saw the dim outline of a steamer coming out of the fog."

"I could see instantly that the vessel was bound to hit us, and, as she was heading for the spot where I was standing, I ran."

"She struck us amidships and I distinctly saw the bows of the Incemore crumple up, while the men on her deck were thrown flat by the force of the impact."

"The discipline on board the Kaiser Wilhelm II was perfect. The lifeboats had been cleared and were ready for lowering within ten minutes."

"The Kaiser Wilhelm II stopped for half an hour after the collision, while the Incemore slipped back into the fog and we did not see her again."

Newcastle, New South Wales, June 18.—The hull of the American schooner Maholona was stove in amidships and her rigging damaged during fouling that took place during a hurricane here today. The vessel, which left Albany May 2 for San Francisco, arrived here yesterday.

Manila, P. I., June 18.—The British freight steamer Hyndford, due here on June 21, is reported ashore in Albay Gulf, near Legaspi. A typhoon is approaching from the south and grave fears are expressed for the steamer's safety.

Glasgow, June 18.—The hospital ship Maine, which went ashore yesterday in the Firth of Lorne, on the west coast of Scotland, was still fast to-day. She is badly damaged. The entire crew, together with the patients, all of whom were sailors of the British navy, were picked up by other vessels from the ship's boats in which they had been placed after the accident.

## WINNERS IN BEN FRANKLIN QUIZ.

Winners in the Ben Franklin Quiz recently closed will be announced in The Tribune, Sunday, June 21st. To prevent your newsdealer from being sold out, we suggest that you order your copy in advance.

## SCANLON JURY 11 TO 1 FOR CONVICTION

Report of 12 Men's Attitude Current at Midnight—Reporter Accuses Smith.

At midnight the jury was still considering its verdict in the case of Harry Scanlon, indicted with James Heffernan, who was convicted, on the charge of having attacked sixteen-year-old Mrs. Clara Elliott, a ten-day bride, in Joe Cassidy's Democratic Club house, in Long Island City. The jurors had then been out nearly eleven hours. It was said they were standing 11 to 1 for conviction.

Before the taking of evidence was finished, at 1 a. m. yesterday, Robert R. Haslett, a Long Island City newspaper man, testified that soon after the charge of assault was made by Mrs. Elliott, he had given the whole of his testimony to District Attorney Matthew J. Smith and Mr. Smith's first assistant, John Hetherington.

District Attorney Smith, who is at the head of the Democratic Club into which the young wife was lured, and is one of Cassidy's staunchest lieutenants, refused to take up the charge against either Scanlon or Heffernan. When forced by women's clubs to take the case before the grand jury he said there was no corroboration of Mrs. Elliott's story. Later he tried to have the indictments withdrawn on the same plea.

In his charge to the jury yesterday Justice Scudder told them that Haslett's testimony was enough corroboration to convict if they believed it.

Mr. Smith did not take the stand, but Assistant District Attorney Hetherington, Dana Wallace, deputy assistant District Attorney, and several other attaches of Smith's office, testified for Scanlon and denied that Haslett had told his story. Among them were Chief Clerk Wallace Dreyfous, Clerk Alexander Chambers, stenographer Henry Mebrtens and County Detective James Cassidy, a brother of Joe Cassidy.

"Where do we find the District Attorney and his attaches giving aid and comfort to the people of New York?" asked Attorney McQuaid, in summing up for the prosecution. "No, we find them all working for the defence."

## IRISH NATIONALISTS ORGANIZE TO FIGHT

John Redmond Takes Control of Force Intended to Offset the Ulster Volunteers.

(By Cable to The Tribune.) London, June 18.—John E. Redmond is in control of the Irish National Volunteers. The provisional committee states that in view of the situation created by Mr. Redmond's attitude it is no longer possible to preserve its unity of force and at the same time maintain it as a non-party organization. Continuing, the same committee says:

"This being the case, the committee is under a deep and painful sense of responsibility and feels it its duty to accept the alternative which appears to it the lesser evil. In the interests of national unity, and in that interest only, and in view of the situation clearly forced upon it it accedes to Mr. Redmond's demand to add to its number twenty-five persons nominated at the instance of the Irish party."

Eight members of the committee voted against submission to Mr. Redmond's demand. They have always been identified with the Gaelic League and the Sinn Fein and the Physical Force party. Last night they issued a statement to the effect that they still feel it their duty to work in the movement and "We appeal to those of the rank and file who are in agreement with us on this point to sink their personal feelings and to persist in their efforts to make the Irish Volunteers an efficient armed national defence force."

Thus the force organized to offset the Ulster Volunteers has become, definitely an engine of party.

Dublin, June 18.—Large quantities of rifles and ammunition were landed last night on the Connemara coast in the West of Ireland for the Nationalist volunteers. The consignments are supposed to have been brought by mysterious vessels which had been sighted cruising along the coast for a week past but had refused to reply to signals.

Torpedo boats have been ordered to patrol the coast to prevent further gun running. The rifles are said to be of the latest American pattern.

## ASTROLOGY A SUPERSTITION

Agriculture Department Says Planets Don't Affect Weather.

Washington, June 18.—Astrology is branded as a superstition by the Department of Agriculture in its current, weekly news letter. Discussing the question of whether the planets affect the weather, the department declared:

"The belief, still to be found in all countries, that the planets and the moon do affect the weather never had any scientific basis whatever; it is only a remnant of the many superstitions generated and fostered by that other greater superstition, astrology."

The department's conclusion on the subject says: "We have every reason to believe that neither the planets nor the moon can have any appreciable effect on the weather, because they furnish so little heat upon which all weather changes ultimately depend, and this belief is fully supported by weather records."

## ASQUITH ACCEPTS MILITANTS' TERMS

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Premier apparently acted to save her from death by starvation.

Several hundred women of the Religious League for Women's Suffrage marched to Hyde Park this evening, with banners flying and bands playing hymns. A clergyman bore the cross at the head of the procession. Sections representing Catholics, Hebrews, the Church of England, the Free Church and the Scottish churches held meetings from five platforms without police interference.

## T. R.'S FELLOW PASSENGERS

George J. Whelan, James K. Hackett, H. M. Walker.

(By Cable to The Tribune.)

London, June 18.—Reiterating his satisfaction at his London visit, Colonel Roosevelt left Waterloo station this morning to board the Imperator at Southampton. His final message was one of gratitude to all Londoners and particularly to the fellows of the Royal Geographical Society, Ambassador Page and the embassy staff, Lord Charles Beresford and St. John Gaffney (who journeyed to London from Munich specially to see Colonel Roosevelt) said goodbye to the ex-President at the station. Lieutenant Colonel Arthur Lee went to Southampton to see him off, as did his daughter, Mrs. Nicholas Longworth, who will remain here for a few weeks more.

H. M. Walker, president of the Thermos Company, was a passenger on the Imperator. Mr. Walker during a German trip recently arranged the amalgamation of all the twenty Thermos companies, sixteen in Europe and four in America. "I am going to New York," he said, "to complete this \$4,000,000 deal, and will return in about six weeks. This amalgamation gives us world-wide control of Thermos. I was amazed at the industrial progress shown by Germany. Where there were two German smokestacks a year ago there are three now."

George J. Whelan, president of the United Cigar Stores, said he had no addition to make to his previous statement regarding his English tobacco deal. He, too, may return to London in a few weeks. Mr. Surbrug, his associate, remains here.

James K. Hackett and his wife are returning to America to play at the Greek Theatre in the California University in September.

"I'm coming back later," said Mr. Hackett, "to have another try at obtaining the Versailles Palace for the Beaucaire movies."

## BLAMES WOODS FOR GANG RULE OF TERROR IN PARK

I. M. Beard Says Thomas Jefferson Common Lacks Police Guard.

Complaint has been made by I. M. Beard, principal of the Choir School of the Cathedral of St. John the Divine, to Cabot Ward, Park Commissioner, that the three-acre Thomas Jefferson Park, at the East River, 11th and 14th sts., is a gathering place for young rowdies, who so terrorize the neighborhood that the park is useless as a playground. Mr. Beard lays the difficulty directly at the door of Police Commissioner Woods, whom he charges with failure to drive out the gangsters and give to the park proper police protection.

"All this talk of vacant lots for playgrounds on the part of Woods," said Mr. Beard, "seems absurd in the light of his failure to drive out these young toughs from a park which costs the city \$3,000,000 and which is unused by the 20,000 school children, who are afraid to go there. The Police Commissioner has had ample time to do something, and the condition is just as bad to-day as it was when it was brought to his attention weeks ago."

## BROOKLYN GRADUATES 36

Herman Brandt Wins Prizes in Six College Departments.

Brooklyn College held its sixty-fourth annual commencement in the Montauk Theatre, Brooklyn, yesterday evening. Prizes were awarded and degrees conferred on thirty-six graduates. The Rt. Rev. George W. Mundelein, auxiliary bishop of Brooklyn, presided.

Addresses on "College Education" were made by Herman A. Brandt and Francis T. Fitzgerald. Lawrence S. Kelly gave the valedictory.

The honorary degree of Doctor of Laws was conferred on the Rt. Rev. Mr. Eugene J. Donnelly, A. M.; Andrew J. Shipman, A. M.; L. L. D.; Thomas E. Woodcock, A. M.; and William J. O'Leary, A. M.

Dr. Louis M. Mooney received the honorary degree of Master of Arts. The degree of Bachelor of Arts was conferred on Herman A. Brandt, Francis T. Fitzgerald, Ralph J. Hillman, Francis J. Karl, Lawrence S. Kelly, J. Waldron MacEnroe, John H. Mottola, Arthur V. Shea and James S. Tobin.

Herman A. Brandt won a purse of \$20 gold, the prize in ethics, natural theology and psychology, and two gold medals for the best essays on astronomy and geology and the evidences of religion.

## Admiral Fletcher Coming Home

(From The Tribune Bureau.)

Washington, June 18.—Rear Admiral Fletcher, who has been in Mexican waters for more than a year and who has been selected to be commander in chief of the Atlantic fleet, is coming home for consultation with the Secretary of the Navy before he relieves Rear Admiral Badger, the present commander in chief. Admiral Fletcher will sail on the Dolphin. He will probably start from Vera Cruz to-morrow.

## 12 Watertown Buildings Burn.

Watertown, N. Y., June 18.—Twelve buildings were wiped out, with a loss of more than \$100,000, when a fire which started in the barn of the Burdick Coal company swept down River st., in the northwestern section of the city. Twenty thousand tons of coal fed the flames.

## SAYS EMPRESS STEERED BADLY

Quartermaster Testifies the Liner Did Not Always Answer Her Helm.

## GEAR WAS JAMMED AT MOMENT OF CRASH

Witness Hints Attempt Was Made to Get Him Out of Canada—C. P. R. Official Denies It.

Quebec, June 18.—C. S. Haight, of counsel for the owners of the collier Storstad, which rammed and sank the steamship Empress of Ireland in the St. Lawrence River, with the loss of more than a thousand lives, started the commission which is investigating the disaster with a statement to-day that word had reached him that on the night of the disaster the steering gear of the Empress was disabled. He had been so informed, he said, by Quartermaster Galway, of the Empress, about to depart for England. Galway was on the bridge at the time of the accident, and, according to Mr. Haight's statement, said the Empress's steering gear was jammed. Mr. Haight added that Galway had informed him the Canadian Pacific Railway wanted to send him home to England on the Canadian Pacific Railway ship Montreal.

The references to the steering gear came out while Haight was cross-examining William Sampson, the chief engineer of the Empress.

"Did you hear before arriving here on the last trip up the river that there was a sheer on your vessel and you nearly ran down a vessel?" asked Mr. Haight.

"No, sir."

"This led Lord Mersey to ask Mr. Haight what he was insinuating. At this point Haight related what Galway, the quartermaster, had said.

#### Galway Story Denied.

Captain Kendall was then recalled by Lord Mersey and Mr. Haight examined him about the Galway story. Captain Kendall said he was on the bridge all the time from Father Point. He said he had never known the Empress to steer badly; he denied that on the westward trip she had nearly collided with a vessel.

Lord Mersey interrupted to say that he did not attach much importance to the Galway story, but he wanted to get to the bottom of it. He called Captain Walsh, who was cross-examined by Mr. Haight. Captain Walsh, marine superintendent of the C. P. R., denied that any attempts had been made to get Galway out of the country and said it had been arranged to send Galway back to England later on either the Corsican or the Alsatian with all the other men sent back who were not required as witnesses.

Galway, he said, had complained about the steering gear of the Empress, saying it had jammed for five minutes after leaving Father Point westbound. He was told that if he had any evidence to give to go to the Canadian Pacific Railway lawyers.

Captain Walsh said that Galway, after the collision occurred, so he had heard, rushed to his room to get his lifebelt and not to the boats, as it was his duty to do.

#### Galway on the Stand.

When the hearing was resumed after luncheon recess James Francis Galway, whose accusations Mr. Haight had related, took the stand.

He said that he had made certain statements about the steering gear of the Empress to Mr. Haight at the suggestion of the representative of a sailors and firemen's union whose name he did not know. He contended that the Empress sheered round in opposition to her helm when coming up the St. Lawrence and while in the traverse on her last trip westward she sheered three points off her course.

The witness said that he had had other trouble with the wheel in the river on the night of the disaster, between 10 and 12. It had jammed, he said, for about three minutes. He insisted that he had reported the matter to Second Officer Williams, who was on the bridge, and who was lost in the wreck. Mr. Williams, Galway claimed, said that the gear would "come all right."

The witness said the first time he saw the Storstad she was only one hundred feet away. Coming down to the time when it was alleged, there had been an attempt to get him out of the country. Galway asserted that he had seen Captain Walsh and Mr. Beattie in Montreal and told them what he knew about the steering gear of the Empress. He asserted Captain Walsh said: "It was nothing wrong in this. I know all about it. On the other hand, Mr. Beattie told him, said Galway, he thought he should "keep his own counsel."

#### Some Conflicting Testimony.

In reply to questions by Lord Mersey Galway said that on the occasion when the Empress narrowly missed colliding with another vessel because the steering gear was not working properly a strong current was running in the St. Lawrence River. Galway then said he had told the quartermaster, who relieved him at the wheel, that the Empress was steering badly.

Galway underwent a severe cross-examination at the hands of Lord Mersey and Butler Aspinwall, representing the owners of the Empress. He stuck to his story, however.

After questioning Galway for some time Lord Mersey severely condemned what he said he thought was an attempt on the part of counsel for the owners of the Storstad to keep back the man's testimony until the last moment.

John Murphy, the quartermaster named, was called. He denied that Galway had said anything to him about the steering gear. The witness added, however, that once, about two years ago, when he put the helm over, the Empress did not respond. He explained that the wheel of any steamship was likely to do the same thing at any time.

Robert Henry Brennan, second engineer on the Empress, gave an account of the signals received by telegraph from the bridge. He said soon after leaving Father Point they were ordered full speed ahead. This order was carried out. Then they received orders to stop and go full speed astern. The two commands came almost simultaneously. The ship had been going astern for three minutes when they were ordered to stop.

The impact occurred about four or five minutes afterward. An order was given to close all water tight bulkheads immediately the water appeared, and, as far as he could see, this order was carried out successfully and effectively.

The witness testified that it would take

about an hour to gather full speed from a dead stop. The throttle had never been thrown wide open after leaving Father Point, he said, as the ship had not gained sufficient headway to permit it.

Counsel asked how long it was before the ship was going full speed astern after the order had been received from the bridge. The witness said three minutes. The witness's questioner pointed out that the vessel could not possibly have been going full speed astern in so short a time, especially as the throttle was never wide open. Lord Mersey pressed the witness with the same question, and Brennan explained that the reverse was introduced gradually.

It is announced that a contract to salvage the Empress has been let to the Canadian Salvage Company. It is believed that two months will be required to complete this work.

## VICTIM'S BODY ASHORE

Was Empress of Ireland Passenger, Probably in Steerage.

(By Telegraph to The Tribune.)

Montreal, June 18.—Bodies are now coming ashore from the wreck of the Empress of Ireland. Last night the body of a young woman, 5 feet 7 inches tall, was picked up on the right bank of the St. Lawrence by the Canadian Pacific special patrol. The clothing indicates the woman was probably a steerage passenger. The local coroner has passed the case along to the provincial authorities.

Canadian Pacific officials recent the statement generally appearing in the Canadian newspapers that professional opinion favors the Norwegian collier Storstad. Sir Thomas Shaughnessy, president of the Canadian Pacific, and other leading Canadian Pacific officials this afternoon pronounced this statement the most unjustifiable yet made in connection with the whole affair.

## PARIS CAVE-INS CAUSE HOT DEBATE IN CHAMBER

Sitting Suspended Owing to Clamor Raised by Extreme Socialist Element.

Paris, June 18.—Paul Deschanel, the President of the Chamber of Deputies, to-day suspended the sittings of the Chamber because of the tumult raised by the Socialist members. Charles Maurice Binder had demanded that a day be fixed to discuss what caused portions of the streets of Paris to fall in during the rainstorm of June 15. In reply René Renoult, the Minister of Public Works, said that a thorough inquiry was in progress, but that the results of the investigation would not be available for several days.

Deputy Joseph Lasiere declared that he did not wish to frighten the population of Paris, but the unions, he said, for a long time had been denouncing certain underground works as badly done. Numerous other Deputies wanted to speak, but the Chamber voted to postpone the debate until June 23, whereupon the extreme Socialists raised a great clamor, beating the desks and yelling at the top of their voices. The President then put on his hat and closed the sitting, his act being applauded by the majority of the Deputies present.

## FOUR SHIPS BURN IN DOCK

Glasgow Suffers Most Devastating Fire in Its History.

(By Cable to The Tribune.)

London, June 18.—The most devastating fire in the history of Glasgow occurred yesterday and resulted in the destruction of Kingston Dock and the burning of four ships to the water's edge. It is impossible yet to estimate the damages accurately, but it is officially stated that it will not be short of \$1,000,000.

The entire Glasgow fire brigade hurried to the Kingston Dock, while a couple of ferriesboats with fire-extinguishing apparatus attacked the flames from the water level. Enormous volumes of dense, stifling smoke arose from the burning piles, and this, combined with the intense heat, made the task of the men a difficult one.

The woodwork of the new shed was rapidly destroyed and slates crashed down from the roof. Then the flames leaped to a number of wooden ships lying at the southeast end of the quay. All day long the firemen fought for mastery, but the fire grew still more fierce.

Two hundred and fifty barrels of seal oil which had been discharged by a steamer lay on the quay at the east end of the dock, and when the quay wall gave way about 150 of them fell into the water. The rest caught fire and the blinding smoke which they emitted again hampered the firemen. Half a dozen cranes also went tumbling into the water.

It was 7 o'clock when the flames were checked. In addition to the damage done to the dock and sheds, the following four schooners had been burned: The Volant, the Dashwood, the Navigator and the Warash. A fifth steamer also caught fire, but she was towed out of dock and the flames were soon extinguished.

## SURGERY SAVES DYING MAN

Twelve Intestines Punctured by Bullet Made Good.

(By Telegraph to The Tribune.)

Philadelphia, June 18.—Saved by one of the most difficult feats of surgery ever accomplished in this city, Joseph Hadidition, twenty-three years old, an Armenian, was discharged from the West Philadelphia Homoeopathic Hospital to-day. Hadidition was brought to the hospital on April 27 dying. It was believed, from the effects of two self-inflicted bullet wounds, that he had entered the lower lobe of his left lung. The other was in his intestines.

Dr. Charles H. Harvey and Dr. A. S. Epistoli, surgeons at the hospital, operated on him. With great difficulty the bullet was extracted from his lung. The feat of extracting the other bit of lead from his abdomen was even more difficult.

The second bullet, the surgeons found, had penetrated eight of the small and four of the large intestines. Extreme care was necessary to extract the bullet. The operation lasted three hours. Hadidition was pronounced cured to-day and discharged.

## Turkish Anti-Christian Rising.

Constantinople, June 18.—Henry Morgenthau, American Ambassador to Turkey, to-day sent Hoffman Philip, secretary of the embassy, to Smyrna to ascertain the position there of American citizens who might be placed in danger by the threatened anti-Christian rising in Asia Minor. The Turkish Minister of War has also gone to Smyrna.

## Standardize Commercial Law.

Brussels, June 18.—The standardization of commercial law is the object of the International Parliamentary Commerce Conference, which opened here to-day under the presidency of M. Davignon, Belgian Minister of Foreign Affairs.

## The Equitable Building will set two standards

It is an established fact that the Equitable Building, when completed, will be the biggest commercial structure in the world.

But the Equitable Building is going to do more than create a new standard for size; it is also going to set a new standard for service.

It is going to be a building in which the service will be such a pronounced advance on any to be found elsewhere that tenants will be readier to renew their leases than they were to sign them in the first place.

Leases now being made from May 1, 1915. The building, however, is due to be completed 2 or 3 months ahead of that date.

Equitable Building  
Temporary Office, 27 Pine Street

## WOMAN AWAITING KNIFE IS VEHEMENT

Mrs. Bacon, in Divorce Suit, Calls Husband Cruel Because He Sent No Flowers.

Mrs. Dora Bacon, who has chosen to defer an operation that might result fatally so that she may clear her name from the stigma Captain Samuel Marshall Bacon has placed on it by his suit for divorce, was in the Supreme Court yesterday to press her own suit for a separation and to defend herself.

The trial would have gone over to the fall term of the court but for the insistence of Mrs. Bacon that it be tried at this time. She said she placed her honor before her life for the sake of her four children.

Captain Bacon is commander of the vessel Golden Rule and deacon of a church. Mrs. Bacon asks for a separation on the ground of cruelty, non-support and abandonment.

For a woman whose life hangs in the balance Mrs. Bacon proved a vehement witness. She called the conduct of her husband cruel, because he failed to send her flowers when she was ill in a hospital last Christmas.

"Why, judge," said Mrs. Bacon, "I

actually found some combings of blond hair in my house when I got well, and I am not a blonde. When I reproached my husband, he said I was crazy, but I forgave him. The next day I sent my son Marshall down to the steamer to get the mail, and the boy brought home three letters signed by a female named Marshall. The creature wrote that she was lonesome for Sam. That's how deceitful he was."

Mrs. Bacon said she forgave her husband other alleged derelictions and got him to join the First Baptist Church, in Long Island City, of which he was made deacon. She said that when she protested because her husband gave the minister money to buy shoes for his children, while he was allowing her only 16 cents a day, Bacon struck her. She quoted the minister as saying to Bacon, "Let the bird fly, get a good house-keeper." There will be more to-day.

## Venezuelan Revolt Growing.